

# MONTANA AERONAUTICS COMMISSION



Volume 13—No. 7

August, 1962

## Flying Farmers and Ranchers Crown Ethel Sorenson Queen



Flying Farmers and Ranchers and their families winged into Polson on the 4th of July for their annual fly-in. They celebrated the holiday at the Ed Baldwin residence on Finley Point with a pot luck dinner, boating, swimming and a float plane display by Phil Timm of Timm's Flying Service.

Ethel Sorenson was crowned queen of the Montana Flying Farmers and Ranchers. Bob Palmersheim of Lynch Flying Service presented Mrs. Sorenson with the Cessna Queen Trophy. She will represent the State at the National Flying Farmers meeting in Seattle, August 19th to 24th.

August 20, 1911. Lincoln Beachey, in a Curtis bi-plane, establishes world's altitude record of 11,642 feet.

## REXFORD CLAIMS RECORD 40 PEOPLE PER AIRCRAFT

With six aircraft Rexford, Montana, claims more aircraft per capita than any community in the State.

Aircraft owners are: Floyd Pauli, Earl Frank, Paul Marvel, Margaret Tuxill, Leo Collar and Bill Fewkes.

## Alaska Air Tour Reunion

On Sunday, June 24th, the second annual reunion fly-in of pilots who took part in the Alaska Air Tour was held at the Lyle Anderson home north of Rudyard.

Terry Anderson, youngest pilot of the group that flew the good will tour to Alaska on behalf of the Montana Chamber of Commerce a year ago, welcomed fellow pilots and their families from Ekalaka, Billings, Malta, Shelby, Glasgow and Helena.

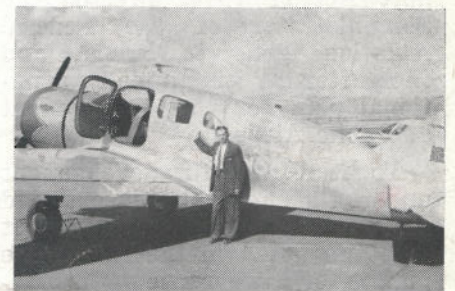
From 8 a.m. to 2 p.m. light aircraft arrived on the ranch airstrip. After a hearty breakfast, guests renewed friendships and enjoyed the warm hospitality of Terry and his parents.

August, 1910. McCurdy sends and receives first wireless messages from an aeroplane in flight at Sheeps Head Bay, New York.

August 8, 1910. Tricycle landing gear fitted to Army's Wright bi-plane to replace skids.

## Texas Aeronautics Commissioner Visits MAC

Dr. Lloyd Southwick of Edinburg, Texas, a member of the Texas Aeronautics Commission, visited M A C offices in Helena recently. Dr. Southwick was on a flying tour of several states where he studied the operations of their Aeronautics Agencies.



Of particular interest was the aircraft Mr. Southwick flies: A Spartan Executive built in the mid-thirties. With its low wing cabin design, retractable gear and Pratt & Whitney Wasp engine it was considered far ahead of its time during the thirties.

Dr. Southwick hopes to organize a Spartan owners club to meet with the National Pilots Association at Tucson in Oct.

Sixteen Spartans are still registered in the U. S.

August 21, 1923. First official experiments in flying the mail by night over the first illuminated airway is undertaken by Post Office Department at Fort Cook.



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of the  
**MONTANA AERONAUTICS  
COMMISSION**

Box 1698  
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ARTCRAFT PRINTERS

## Director's Column



### THE NATIONAL AIRPORT

Congress, in the Federal Airport Act of 1946, directed the Administrator of the Federal Aviation Agency to "Prepare and thereafter revise annually a national plan for the development of Public Airports—"

To be eligible for development under the Federal Airport Aid Program (FAAP) an airport must be listed in the NAP. The plan is for the purpose of furnishing Congress and the public a reliable appraisal of the public airports needed, to alert communities to their participation in the system, and to establish the scope of development which may be considered under the FAAP.

This plan sets forth requirements only, and the naming of a community or location does not represent ability, intent or any commitment by the Federal Government to participate financially in the airport development set forth for the community. However, to be eligible under the FAAP the airport must be listed in NAP.

This year's press releases were misunderstood by many commu-

nities across the nation, in that their listing in NAP was assumed to be a commitment under FAAP.

Also some communities assumed that their lack of listing in NAP, "zeroed" them out for good. This is not the case. If not listed, your airport may become a part of the NAP through showing proper justification and review.

If not eligible under FAAP, your airport development may still be carried out, community wise or with the aid of your Montana Aeronautics Commission.

Montana has in excess of 115 public airports, 72 are listed in the NAP, 9 of which are new airport listings. Of our total, 15 are Air Carrier Airports (not bad for our population) and the balance are General Aviation Airports.

Your FAA District Airport Engineer will be pleased to furnish technical advisory services on airport planning and development. And above all remember your Montana Aeronautics Commission stands ready, willing and able to assist directly in planning, engineering and actual construction.

### VOR Receiver Check Points In Montana

Part 43 of the Civil Air Regulations provides, among other things, for certain VOR equipment accuracy checks prior to flight under instrument flight rules. To comply with this requirement and to insure satisfactory operation of the airborne system, the FAA has provided pilots with the following means of checking VOR receiver accuracy: (1) radiated test signals, (2) certified airborne check points and (3) certified check points on the airport surface.

The VOT facility transmits a test signal for VOR receivers which provides users of VOR a convenient and accurate means to determine the operational status of their receivers. The facility is primarily designed to provide a means of checking the accuracy of a VOR receiver while the aircraft is on the ground. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator

(FPDI) centered the omni-bearing selector should read 0° with the to-from indication being "from" or the omnibearing selector should read 180° with the to-from indication reading "to". Should the VOR receiver be of the automatic indicating type, the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information concerning an individual test signal can be obtained from the local flight service station.

Airborne and ground check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Should an error in excess of  $\pm 4^\circ$  be indicated through use of the ground check or  $\pm 6^\circ$  using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks.

The list of radiated test signals, airborne check points and ground check points is:

#### AIRBORNE

Billings, Montana (Municipal):  
073°; Intersection of runways  
4-22 and 9-27; 4600'.

Butte, Mont.: 094°; intersection  
of runway 29-33; 6500'.

Cut Bank, Mont.: 312°; over center  
runway 31; 4800'.

Great Falls, Mont.: 026°; center  
NE end runway 3-21; 3900'.

Lewistown, Mont.: 072°; above  
center of runway 7; 5200'.

Livingston, Mont.: 199°; over  
tower of Livingston "MH" facility; 5700'.

Miles City, Mont.: 30°; to approach  
end of runway 4.

#### GROUND

Missoula, Mont. (County): 340°;  
5' from edge of ramp in front  
of Administration Building.



## Operators Corner



FREDRICKSEN AND RASMUSSEN

Operators of the Month are Arnold Fredriksen and Norman Rasmussen of Modern Aire Flight Service at Culbertson. This Flight Service celebrated its first anniversary July 5th.

The partners are both natives of Culbertson. Fredriksen started flying 30 years ago at Plentywood in an OX 5 Robin. As with many of our early flyers, his activities in aviation were limited until World War II. During the war, he was a service pilot with the Air Transport Command. He flew all the Air Force transport types of the time over the South Atlantic run from Miami to Natal.

After returning from the service, Arnold ran Flight operations and served as airport manager at both Kalispell and Scobey. In 1951 he joined Lynch Flying Service in Billings as a charter pilot and salesman and worked in that capacity until starting Modern Aire Flight Service at Culbertson. In addition to his pilot ratings he holds an E license.

He is married. He and his wife, Ethel, have two children, Patricia of Billings and Arthur with the U. S. Army at Fort Lewis.

His partner, Norman Rasmussen, served in World War II as an aerial engineer in the Troop Carrier Command and saw service in Africa, Italy, England, Sicily, France, Egypt, Burma, India and China. In addition to his pilots certificate, Norman is presently working on an A&P license.

Rudy Jacobson, a Spartan Aeronautics graduate, operates the shop for Modern Aire.

The Flight Service holds the Cessna dealership in Daniels, Roosevelt, Valley and Sheridan Counties; provides charter, major maintenance, 80 and 100 octane fuel and 24 hour service in the Culbertson area.

Modern Aire will have more adequate hangar space in the near future. However, they can hangar transit aircraft at the present time.

They have flight students from throughout their dealership area and North Dakota and hold ground school on Monday evenings at Plentywood and Tuesday at Culbertson.

The many solo certificates on Modern Aire's office wall and the regular FAA itinerary to Culbertson to administer Flight Checks attest the vigor of this operation on its first anniversary.

### MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS FOR JUNE

|                   | TOTAL<br>OPERATION | INSTRUMENT<br>OPERATION |
|-------------------|--------------------|-------------------------|
| Great Falls ..... | 11,541             | 3,114                   |
| Billings .....    | 10,546             | 599                     |
| Helena .....      | 3,714              | 57                      |
| Missoula .....    | 3,483              | 180                     |

### MPA REPORTS

I am glad to see the many pilots taking in the Fly-Ins this past month in various parts of the State, and am sorry that I could not make them all.

I have made a personal check of the tents in Schafers Meadow and Meadow Creek and they have been receiving lots of use by pilots and are proving a very worthwhile venture on behalf of the MPA.

Several of us had the pleasure of meeting with the Montana Aeronautics Commission, this past month, to push for the construction of strips at East Glacier, Essex and Nyack, as requested by the Airport Committee at the State convention in Cut Bank this year.

Now for the coming Big Sky Race — let's make this a real "Bang-up" affair with lots of participation from the women pilots throughout the State. I would like to see the local hangars throughout the State sponsor at least one

woman pilot for this Big Sky Race that will be held September 29. Rules and regulations for this race may be obtained from Mary Jo Janey, 615 Power Street, Helena, Montana. The MPA is donating the winning trophy that will be given at the banquet that evening in Billings.

Fall Fly-In plans are in the making and you should hear more about this soon.

Yours for safer flying,  
HERB SAMMONS,

President MPA

P.S. — REMEMBER THE BIG SKY RACE!!!

### AOPA 360° Rating Put On Film

Audio-visual packaging of the ground school portion of the AOPA 360° Rating is nearing completion at Wichita, Kan., under an exclusive arrangement between the AOPA Foundation, Inc., and Sanderson Films, Inc.

The AOPA 360° Rating was developed for the AOPA Foundation by Ohio State University under a special grant. It is designed to promote flying safety by teaching non-instrument-rated private pilots to use instruments for limited periods of time when adverse weather conditions are inadvertently encountered in flight. The course consists of four hours of basic instrument training in ground classes and four hours of flight instruction. Under the contract with Sanderson Films, the ground school portion will be packaged in four film strips and two records.

According to J. B. Hartranft, Jr., president of the AOPA Foundation and the Aircraft Owners and Pilots Association (AOPA), ever since development of the course was completed last year an effort has been made to encompass ground instruction of the AOPA 360° Rating course in an audio-visual medium.

"We are aware of the value of teaching complex subjects by Audio-visual means and were impressed with the accomplishments of the Sanderson company in the audio-visual field," Hartranft said. "We feel the application of the Firm's talents to the AOPA



360° Rating will be of inestimable use in spreading this much needed safety capability to pilots everywhere."

Paul Sanderson, president of Sanderson Films, pointed out that the AOPA 360° Rating will undoubtedly increase the safety as well as the proficiency of the average private pilot. "It is a step forward for general aviation and we plan to do our utmost to create a truly outstanding film production on the course," he said.

The AOPA 360° Rating was approved by the Federal Aviation Agency as full qualification for the Agency's Blue Seal safety program when both programs were launched last October.

AOPA's annual Plantation Party, held in St. Petersburg, Fla., saw 136 pilots complete the AOPA 360° Rating course to qualify for FAA Blue Seal certificates. A non-profit, nationwide organization, AOPA is comprised of more than 87,000 private plane owners and pilots.

Sanderson Films is considered a pioneer in audio-visual techniques for aviation. Its packaged ground school program for pilots has been in existence for two years and is used by more than 800 flight training schools in the United States, as well as in numerous foreign countries. The FAA is planning a test case on Sanderson's private pilot program which, if proved effective, may result in the course being approved for use in certified FAA ground training schools conducted by qualified flight instructors.

Advantages effected by audio-visual teaching techniques are that the presentation is standardized and made available to more students, and that the learning and retention rate is increased by as much as 85%, Sanderson declares.

First of the filmed AOPA 360° Rating packages are expected to be available by Sept. 1.

August 17, 1942. The first official bombing raid of the U. S. Air Force is successfully completed by Brigadier General R. F. C. Eaker. Leading 12 flying fortresses against the railroad yards and shops of Rouen in occupied France.

## AIRPORT NOTES



By JAMES H. MONGER  
Chief, Airports Division

### SCHAFER AIRSTRIP

The U. S. Forest Service in cooperation with the Montana Aeronautics Commission is re-constructing the Schafer Airstrip.



RANGER STRONG, LYNCH  
AND MONGER

This project will start about July 20 and will be completed about August 30.

Pilots are asked to exercise EXTREME CAUTION while using this airstrip during this period. The field will remain open. The majority of construction will be taking place on either end of the runway with a limited amount of work necessary on the center north side.

The project consists of lengthening the runway 900', clearing additional timber in the approach zones, filling a low, swampy area, building a drain ditch and leveling out a new parking apron. Two new wind cone standards will be erected. The runway will be re-aligned slightly to take advantage of a safer approach area on the east end.

## AIRPORT DIRECTORY

The Airport Division is presently revising all of the drawings on airports which are included in the Montana Airport Directory Book. This Airport Directory is not presently being mailed out except on special request because of the fact that it does not contain current information. The revisions should be ready for mailing to all registered Montana pilots this fall.

### AIRPORT INVESTIGATIONS

Presently, site investigations are being conducted on a route between Cut Bank and Spokane. The main area of interest is in the route through Glacier Park between East Glacier and Kalispell. The business and recreation airport location for the East Glacier area appears to have a great deal of interest behind it from most Montana pilots.

Smaller type airstrips will be considered in the Marias Pass area, Essex, Nyak and West Glacier. Other proposed airport site investigations and surveys will be Pleasant Valley and Whitefish areas.

### KALISPELL CITY AIRPORT

A physical study and survey is being made of the abandoned airport adjoining the City of Kalispell. Local interest in this area has asked the Montana Aeronautics Commission to consider the possibility of re-activating the airport on a County operated and controlled basis.

### BUTTE

A contract has been awarded to the F & S Construction Co. in the amount of 288,770 dollars for airport improvements and the Silver Bow County airport. This project will consist of the reconstruction of runway 1533 as well as reconstructing taxi ways and aprons.

## Federal Aviation Agency Inspection Itinerary

| AIRPORT                        | AUG.       | SEPT.      |
|--------------------------------|------------|------------|
| Gallatin Field (Belgrade)..... | 14*-15*    | 12*-13*    |
| Great Falls International..... | 7*-8*      | 5*-6*      |
| Helena City-County.....        | 6-13-20-27 | 10-17-24   |
| Missoula County.....           | 28*-29*    | 26*-27*    |
| Culbertson.....                | 9          | 6          |
| Glasgow Airport.....           | 8          | 5          |
| Glendive Airport.....          | 22         | 19         |
| Lewistown Airport.....         | 29         | 26         |
| Logan Field (Billings).....    | 6-13-20-27 | 3-10-17-24 |
| Miles City Airport.....        | 23         | 20         |
| * Written Tests Only           |            |            |
| ** Flight Tests Only           |            |            |



## Congratulations! !



### CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

Williams, Robert W., Gardiner, Student  
Salbador, Gus W., Three Forks, Student  
Hampton, Leon D., Dillon, Student  
McLuhan, Thomas E. M., Great Falls, Student  
Larsen, Delbert L., Kalispell, Private  
Lowder, Jerry, Challis, Ida. (Helena), Private  
Ramsey, Robert J., Butte, Com. ASEL added to AMEL  
Montgomery, Harold V., Missoula, Grumman TBM rating added to Com. ASMEI and Instrument  
Overman, Carol Sue, Butte, Student  
Muzzana, Jack R., Black Eagle, Student  
Soule, Lyle T., Great Falls, Student  
Friesen, Harold W., Great Falls, Student  
Keithley, James Robert, Helena, Airframe Mech.  
Zimmerman, Jack T., Missoula, Private  
Lowe, Clarence W., Private  
Wilson, Robert C., Livingston, Student  
Mannix, Cornelius E., Bozeman, Student  
Compton, Edward J., Helena, Commercial Exchanged  
Larsen, Francis C., Kalispell, Student  
Statt, Leo Frank, Anaconda, Student  
DeBruyker, Rudy P., Dutton, Student  
Gunn, Milton Philip, Helena, Student  
Burrows, Gerald C., Helena, Student  
Smith, Leonard J., Casa Grande, Arizona, Grumman TBM  
Case, Dave R., Burbank, Calif., Grumman TBM  
Hoof, Harold Gerhard, LaSierra, Calif., Grumman TBM  
Hepner, Kenneth L., Phoenix, Ariz., Grumman TBM

Musser, Barry J., Paradise, Calif., Grumman TBM  
Wendland, Kenneth N., Livingston, Student  
McLees, Richard N., Livingston, Student  
McCracken, Roy L., Bozeman, Student  
Cameron, Raymond B., Fort Benton, Private  
McKay, David J., Great Falls, Private  
Potter, Richard H., Missoula, Grumman TBM  
Johnson, Arthur E., Great Falls, Student  
Brogan, Michael McNall, Billings, Student  
Gisi, Clarence Bernard, Lander, Wyo., Private  
Wegner, Shirley Romen, Billings, Student  
Lynch, Charles Louis, Helena, Student  
Oglesby, Steve Rodney, Peerless, Flight Instructor  
Litsis, David Sparrow, Glasgow, MEL on Commercial  
Hansen, Arnold Gus, Sidney, Private  
Woltermann, Gary George, Columbus, Commercial  
Schuh, Wilmer E., Billings, Private  
Teague, Kneelon Edward, Billings, Private  
Chlapowski, Mary Margaret, Billings, Student  
Smiley, Richard Durham, Bozeman, Private  
Jacobs, Leon, Lewistown, Student  
Jones, Dean R., Lewistown, Student  
Olson, Burton C., Cody, Wyo., Student  
Klier, Robert Allen, Billings, Student  
Gillis, Lawrence J., Billings, Student  
Nelson, Luella Berniece, Great Falls, Private  
Ostler, Bert J., Billings, Student  
Lindblom, Stanley Marion, Plentywood, Student  
Christensen, Melvin D., Buffalo, Wyo., Student  
Willis, John Meredith, Billings, Flight Instructor  
Calvert, Matthew William, Laurel, Flight Instructor  
Jevne, Henry Eugene, Baker, Flight Instructor  
Velin, Donald LeRoy, Glendive, Private

Wellington, Richard Jack, Billings, Student  
Stickney, Edwin Levi, Miles City, Private  
Whisennand, Jerry Lee, Nashua, Student  
Fantz, John David, Roundup, Student  
Zoutte, Arnold Andre', Sheridan, Wyo., Private  
Crellin, James Ambrose, Lewistown, Commercial  
Orley, Joseph Patrick, Lewistown, Commercial  
Duffy, Murray Lee, Lewistown, Vultee PBY on Comm.  
Morris, Gerald Mitchell, Billings, Private  
Nelson, Richard Curtis, Billings, Private  
Thomas, Richard Clifford, Billings, Commercial  
Duran, Tony R., Glasgow, Master Parachute Rigger  
Smith, Charles K., Glasgow, Master Parachute Rigger  
Stewart, Frank R., Big Timber, Private  
Strissel, Gaylord, Billings, Private  
Baumann, George Alfred, Jackson, Wyo., MEL on Comm.  
Woods, Gordon Thomas, Billings, Private  
Stratton, William Glenn, Billings, Student  
Veltkamp, Bernard J., Billings, Student  
Ridings, Jack Eugene, Glasgow, Commercial  
Lotvedt, Jerald Duane, Poplar, Private  
Rennick, Robert Eugene, Glasgow, Student

### THE BIG SKY RACE SPONSORED BY MONTANA NINETY-NINES September 29, 1962 RULES AND REGULATIONS THE RACE

1. The Big Sky Race is a cross-country race for stock airplanes, flown in daylight hours under VFR conditions only.
2. Current Civil Air Regulations will be observed at all times by each contestant. Any violation will be cause for disqualification.
3. For reasons of maximum safety, scores will be based on times from take-off throttle to fly-over a line of destination. Ground timers will record the take-off times at each point for



each contestant at the exact moment full throttle is reached at the beginning of the take-off run. When the contestant reaches the end of that leg she will fly over a pre-determined line where ground timers will record her exact time over the line, thus achieving time en route. Times will be synchronized with Flight Service Station clocks, on Mountain Standard time. Two timers will be stationed at each stop on the route.

4. Scoring will proceed according to the following:

- a. A "par speed" will be assigned to each aircraft using the official AWTAR lists.
- b. The winner will be the aircraft which averages the highest ground speed in relation to her "par speed", and according to the procedure set up by the AWTAR board.
- c. Contestants will be notified of their par speed as soon as entry is approved.

#### PILOTS

1. Women only may fly in this race either as pilot or co-pilot or passenger.

2. Pilots must carry with them the following to be shown upon demand:

- a. Airman's certificate, private grade or higher, rated on the class of aircraft to be flown.
- b. Medical certificate (current).
- c. FCC radio telephone license.

#### AIRCRAFT

1. Rules for AWTAR will apply, except as noted below:

- a. Aircraft shall be insured for a minimum of 5,000/10,000/5,000 public liability and property damage. A certificate of insurance shall be displayed at the start.
- b. May be older than ten years.

#### APPLICATION AND ENTRY FEE

1. Application for entry shall be made to Race Committee Chairman, 615 Power, Helena, Montana.

2. Entry fee shall be five dollars, payable by cash, check, or money order, and must accompany the application for entry.

3. Application entries will be accepted until Sept. 15, 1962.

4. Air Race numbers will be assigned in order of their acceptance. This number will determine take off position at the start, and shall identify the contestant for the duration of the race.

#### IMPOUNDING

1. Aircraft must reach the Start to be impounded and inspected no later than 6:30 p.m. of the day preceding the race start. This is imperative in order that pre-race inspection of the aircraft can be accomplished before the race starts. No exceptions will be made.

2. Inspection will be made to determine that aircraft are stock models, that they are properly licensed, that they have not been stripped or faired, that it is as represented in the application for entry. Each pilot must be present when her aircraft is inspected.

3. All logbooks and certificates for the aircraft must be displayed at the time of inspection. They shall consist of the following:

Airworthiness Certificate  
Registration Certificate  
Aircraft and Engine Logs  
FCC Radio License  
Flight Operating Manual

4. An aircraft not meeting these requirements shall be disqualified. Impounding and inspection of aircraft at finish shall be waived.

#### PILOT RESPONSIBILITIES

1. Personal and aircraft expenses.

2. Maps, NOTAMS, etc.

3. All required certificates.

4. Flight plans. Must be filed for each portion of the race. Failure to file and close flight plans will disqualify.

5. Aircraft must conform to "stock" requirements.

6. Number on aircraft.

7. Attend pre-racing briefing on rules and explanations.

8. Attend weather briefing prior to take-off at Start.

9. Attend post-race meeting to hear announcements of race results.

#### PROTESTS: ACCORDING TO AWTAR

##### Flying the Race:

1. Race will begin at Bozeman airport at 7:30 a.m. September 29, 1962. Take-off will proceed numerically at safe but rapid intervals.

2. Race course shall be over the following route: Bozeman-Helena-Harlowton - Lewistown - Billings. Mandatory landings will be made at each point, except at Harlowton, where a fly-by will be accomplished at 1,000 above ground over the length of the designated runway, west to east. Ground timers will be stationed at Harlowton for the benefit of those planes desiring to land there for any reason. Landings at Harlowton by all planes are not required!

#### Finish Deadline:

Deadline shall be seven hours after the official start.

#### Miscellaneous:

Release of Race Committee signed by each contestant.

Emergency supplies should be carried by each contestant.

Timer's committee at finish must be notified if pilot is unable to finish the race.

Collusion will be grounds for disqualification. Husbands, friends, etc. shall not fly along the race with the contestants in another aircraft.

Race results will be put in writing as soon as they are determined. In event of bad weather Sept. 29, alternate will be October 4.

#### Flathead Valley Fly-In



"Allemande left! Promenade! Swing Your partner!!" These were the words that greeted pilots and their families who took part in the Kalispell Hangar fly-in at Polebridge on July 14.

Ten light aircraft landed on the Sondreson strip west of Glacier Park. After a picnic supper at the hangar, everyone went to the Polebridge Community Hall for square dancing.

The folk music, the swirl of



bright skirts, the tapping of dancing feet and the friendliness of the community all added up to an evening to be long remembered.

Sleeping bags were laid under the wings of the aircraft under a bright moon and the drumming of blue grouse in the distance lulled everyone to sleep.

After breakfast next morning, 38 happy but tired people took off for home, all agreed that while it was not one of the biggest fly-ins ever held, it was sure one of the best!

### Montana Pilots' Association Hangar and Hangar Officers

#### GREAT FALLS: 2nd Monday

Pres.—G. M. Johnston, 626 Beth Drive, Great Falls

V.-P. — Jack Gregoire, 77 Fern Drive, Great Falls

S.-T. — Roberta Thomas, 24 24th St., Great Falls

#### CHINOOK-HARLEM:

Pres.—Howard Weaver, Chinook

V.-P.—H. D. Peterson, Chinook

S.-T.—Robert Buhmann, Zurich

#### GLASGOW (VALLEY):

Pres. — Mitch Etchart, Box 42, Glasgow

V.-P.—Art Kotaki, 820 11th Ave., No., Glasgow

Sec.—Pearl Magill, Box 509, Glasgow

Treas.—Lee B. McIntyre, Route 1 East, Glasgow

#### MISSOULA: 3rd Tuesday

Pres.—Teddy J. Kerr, 1601 McDonald, Missoula

V.-P. — Vince Powers, 324 E. Front, Missoula

S.-T.—Elsie Hartley, 2620 Park St., Missoula

#### GLEN DIVE:

Pres. — R. F. Voge, Box 691, Glendive

V.-P.—Robert Tomilano, 115 Mann, Glendive

S.-T.—Jim Leaf, 623 E. Towne, Glendive

#### HAVRE:

Pres.—Tom Lumpkin, 537 4th St., Havre

V.-P.—Delbert Schnitzmeier, Box 82, Simpson Rt., Havre

S.-T.—Tracy Kvande, Box 1432, Havre.

#### BILLINGS:

Pres.—Daniel J. O'Donnell, 1332 Ave. C., Billings

V.-P.—Kenneth E. Sigfrinius, 514 Ave. D., Apt. 2, Billings

S.-T.—Jack Peckham, 2418 Sunnyside Lane, Billings.

#### HELENA: per schedule

Pres.—C. E. McPherson, 403 S. Roberts, Helena.

V.-P. — Richard J. Munroe, 421 Monroe Ave., Helena

S.-T.—Bill E. Decker, 888 North Benton, Helena

#### KALISPELL: 1st Wednesday

Pres.—Robert S. Keller, 134 N. Cedar Drive, Kalispell

V.-P.—Gilbert E. Speer, 448 4th St., East, Kalispell

S.-T.—Jerry Syth, Willow Glen Drive, Kalispell

#### SCOBEE:

Pres.—Wilbur Jones, Scobey

V.-P.—Tom Davis, Scobey

S.-T.—Edgar Richardson, Scobey

#### MILES CITY:

Pres.—G. J. Zignego, 114 S. Jordan, Miles City

V.-P.—Duncan F. McDonald, 617 S. Lake, Miles City

S.-T.—R. W. Crawford, Box 457, Miles City

#### DILLON:

Pres.—Earl T. Morton, Box 110, Dillon

V.-P. — Glenn Nicholas, 1035 S. Pacific St., Dillon

S.-T.—Ralph H. Ovitt, Dillon

#### CUT BANK: 3rd Monday

Pres.—Dr. J. R. Markette, Box 196, Cut Bank

V.-P.—Kenneth Roush, Box 177, Cut Bank

### APPLICATION FOR ENTRY SPONSORED BY THE MONTANA NINETY-NINES

Entries Must Be Postmarked No Later Than September 15, 1962

This application MUST be filled out COMPLETELY and mailed to Mrs. Mary Jo Janey, Chairman of the Race Committee, 615 Power, Helena, Montana.

PILOT: (Name) \_\_\_\_\_ (Phone) \_\_\_\_\_

(Address) \_\_\_\_\_

(Cert. No. & Grade) \_\_\_\_\_ Date of Physical \_\_\_\_\_

(Radio License No.) \_\_\_\_\_ Expir. Date \_\_\_\_\_

(Total Solo Hours) \_\_\_\_\_ (Total X-Country Hrs) \_\_\_\_\_

PASSENGER (Name) \_\_\_\_\_ (Phone) \_\_\_\_\_

and/or

(if any) (If licensed pilot give certificate Grade No.) \_\_\_\_\_

AIRCRAFT (Make) \_\_\_\_\_ (Model) \_\_\_\_\_ (HP) \_\_\_\_\_

FUEL (No. of tanks) \_\_\_\_\_ (Total Capacity) \_\_\_\_\_ (Total

Usable Fuel) \_\_\_\_\_

RADIO (Receiver, VHF-LF) \_\_\_\_\_ (Transmitter, VHF-

LF) \_\_\_\_\_

List any modifications to this aircraft, equipment changes, or additions since manufacture on the reverse side of this form.

CO-PILOT (Address) \_\_\_\_\_



S.-T.—Mrs. R. H. Anderson, Box 1368, Cut Bank

**BOZEMAN (GALLATIN VALLEY):**

Pres. — Jack Huber, 109 E. Lamme, Bozeman

V.-P. — Harold Heiser, 130 E. Story, Bozeman

S.-T.—Winifred Lovelace, 1001 S. Grand, Bozeman

**LEWISTOWN (CENTRAL MONTANA): 2nd Monday**

Pres.—Elmer Cheatham, 520 E. Main, Lewistown

V.-P. — Dr. D. Gates, 820 W. Broadway, Lewistown

S.-T. — Dr. Virginia Olsen, 611 Idaho, Lewistown

**WOLF POINT:**

Pres.—Roger Nelson, Wolf Point

V.-P.—Art Garwood, Wolf Point

Sec.—Norman Larter, Wolf Point

Treas. — Norman Meyer, Wolf Point

Humorous by-play took place recently over the FAA's installation of a radio homing beacon on the private airport of Vice President Lyndon B. Johnson, complete with the identification "LBJ". Harlan W. Bement, Utah's Aeronautics Director, immediately made a formal request to the FAA for Federal funds to build an airport, lighting and a homing beacon with the code identification "HWB" on a parcel of land owned by him. FAA officials said they would be glad to talk about it when Mr. Bement is elected Vice President of the United States. Interesting sidelight is that the Air Force installed an omni in tiny Gettysburg, Pa., when Eisenhower was President. Local wags suggested the code identification be "IKE". At that time, the FAA coldly assigned "GTY".

August 29, 1919. Lts. A. S. Roberts, C. H. Burgess and L. L. Elliot fly a three plane formation under all of the bridges spanning the East River at New York City.

August 15, 1935. Will Rogers and Wiley Post are killed in a take-off crash near Point Barrow, Alaska.

**FOR SALE:** 1946 P. A. 12 recovered in 1957; 70 hours S. M. O. H. Lear LR 5 Radio. Price \$2,350.00. Write Lawrence Hagle, Box 844, Rexford, Montana.

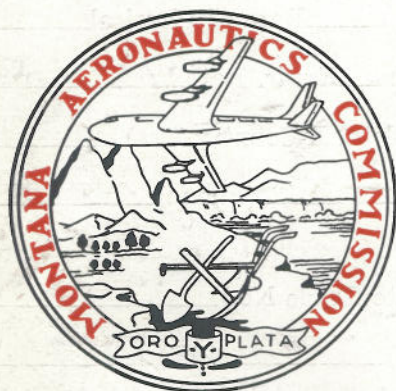
**FOR SALE:** BC 12 Taylorcraft, 400 hours. T. A & E, 95 hrs since TOH, Recovered in 1958, L. F. Receiver, Lights, Metal Prop, S. A., T & B, New Upholstery, 24 gals gas, \$1,350. Call or write Glenn A. Lardy, 517 E. Towne St., Glendive, Montana.

**FOR SALE:** 1949 STINSON Stationwagon, full panel, Arco super homer, \$2,500. Call or write Allen Blanchard, Box 687, East Helena, Montana. Telephone 227-6263.

**MEMBER**

**NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS**

**PURPOSE:**—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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